(ख) जी, नहीं। इस बात का कोई संकेत नहीं है कि छोटी अवधि की इस कटौती से राजस्थान में उद्योग और पर्यटन पर कोई गंभीर असर पड़ा है।

(ग) इन उड़ानों को 6.2.91 (आईसी 491/492) और 21.2.91 (आईसी 493/494 और आईसी 446/445) से पहले ही बहाल कर दिया गया है।

(घ) उड़ानों में इस प्रकार कटौती न केवल राजस्थान में वरन देश के अन्य भागों में भी की गई। 22.1.91 और 16.2.91 के बीच, इंडियन एयरलाइंस ने 8300 किलोलीटर से अधिक का विमानन टर्बाइन ईंधन बचाया जिसकी कीमत लगभग 7.88 करोड़ रुपये है।

(ङ) इंडियन एयरलाइंस की अंतर्शीय सेवाओं में कटौती को न्यूनतम रखा गया, जबकि इसकी अंतर्राष्ट्रीय सेवाओं में काफ़ी कटौती की गयी थी।

Review of the findings of the Murthy Committee on Betamethasone

601. SHRI G. G. SWELL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that review of the findings of the Murthy Committee in respect of Betamethasone and its formulation prices have been completed;

(b) if so, what is the final position in this regard;

(c) when the Murthy Committee was appointed and what was its terms of reference and how much time has been taken to review the prices of Betamethasone and its salts;

(d) whether it is a fact that Murthy Committee has justified the increase in prices of this drug; and

(e) if so, on what grounds?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) to (e) Decision on the price of Betamethsone and its salts is expected to be taken shortly. Murthy Committee was appointed on 9th May, 1988. Following prices were notified for Betamethasone and its salts based on the recommendations of the Murthy Committee:

(i) Betamethasone Alcohol—Rs. 144.19/g

(ii) Betamethasone 17-Valorate—Rs. 136.58/g

(iii) Betamethasone Di Sodium Phosphate—Rs. 144.58/g

The task of Murthy Committee was to hear review applications of Companies involved in Court cases.

Import of Penicillin-G

692. CHOWDHARY HARI SINGH:
SHRI MOHD. KHALEELUR REHMAN:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what are the names of companies as communicated by his Ministry of Commerce which did not lift or which have partially lifted Penicillin-G 1st crystals;

(b) whether it is a fact that import of Penicillin 1st Crystals was recommended by his Ministry only after changing the earlier policy which provided prior lifting of indigenous production before import;

(c) what are the reasons for changing the policy;

(d) whether it is also a fact that the import of the item benefitted the companies to the tune of Rs. 9 crores; and

(e) whether his Ministry have taken any steps to investigate the matter?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) The companies whose names were reported to the Ministry of Commerce are as under:—

1. M/s. Alembic
2. M/s. Wellchem
3. M/s. Lawande
4. M/s. Cepham Labs
5. M/s. Jagsonpal
6. M/s. Scanomax
7. M/s. Pharma Chem
8. M/s. Nirmal Drugs (has since completed the indigenous lifting).

(b) and (c) Yes, Sir. Since bulk of the requirements were being met through imports, facility of advance importer to regular users of Penicillin-G was allowed with the attention of ensuring its sustained availability for manufacture of down-stream products. The liability of lifting indigenous material as per prescribed ratio was maintained.

(d) and (e) Matter has been referred to the CCI&E for taking action against the defaulting companies for violating the conditions of import.

'Incentive Money' paid to Air India Crew in Foreign Exchange

693. DR. BAPU KALDATE:
SHRIMATI KAMLA SINHA:
SHRI SURESH KALMADI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the existing practice for paying 'incentive money' to the Air India crew;

(b) what is the annual payment forwards 'incentive money' to the Air India crew (in foreign exchange) during the last three years;

(c) what is the annual expenditure on payment of daily allowance (in US dollars) over and above their hotel accommodation, transport etc. during the above period;

(d) what are the considerations for paying 'incentive money' in addition to the payment of daily allowance;

(e) whether in view of the foreign exchange crisis, Government have considered the desirability or otherwise of the continuance of paying 'incentive money' in foreign exchange; and

(f) if so, what decision, if any, has been taken by Government in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Pilots/Flight Engineer of Air India, operating long haul direct flights are paid long haul allowance from 15 February, 1988 onwards. Payments are effected in U.S. Dollars after deducting 50 per cent Income Tax at source.

(b) and (c) Expenditure on long haul allowance and lay over allowance to cockpit crew during 1988-89 and 1989-90 is as under:—

	Long Haul Allowance (before deduction of income tax)	Layover Allowance
1988-90	US $ 5,37,370	US $ 21,48,000
1989-90	US $ 7,61,580	US $ 22,44,000

(d) to (f) The payment of long haul allowance is an incentive for the Pilots/Flight Engineers for operating long haul flights and is part of the agreement with the flying crew.